



Protocol
for reporting finds of archaeological interest

Full text



ENGLISH HERITAGE



Prepared by

August 2005

Wessex Archaeology 

British Marine Aggregate Producers Association
and
English Heritage

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Purpose

In 2003, the British Marine Aggregate Producers Association (BMAPA) and English Heritage (EH) jointly published *Marine Aggregate Dredging and the Historic Environment: Guidance Note*. The Guidance Note sets out the character and importance of the marine historic environment, and describes best practice in dealing with archaeological matters in the course of planning marine aggregate dredging.

The Guidance Note includes details of measures to mitigate the effect of marine aggregate dredging on the historic environment, including the implementation of protocols to report and deal with finds made in the course of dredging.

Rather than have many different protocols, each designed for different dredging areas and potentially with varying provisions, BMAPA and English Heritage decided it would be preferable to have a single unifying protocol applicable to all dredging areas, vessels and wharves. The existence of a single protocol would ensure consistency and therefore encourage participation by everybody involved in the marine aggregate dredging industry. Consistency would also make it easier for archaeologists and

other relevant parties to provide appropriate advice.

The aim of the Protocol is to reduce any adverse effects of marine aggregate dredging on the historic environment by enabling people working in the industry to report their finds in a manner that is convenient and effective.

The archaeological finds made by aggregate workers are important because they shed light on our predecessor's use of the sea and seabed. The information that these finds bring to light helps archaeologists to better understand what happened in times long (and not so long) ago. It also allows archaeologists to better protect aspects of our history that should be conserved on behalf of future generations. Archaeological finds from the seabed also help the public to catch a glimpse of the past in an otherwise unfathomable environment.

Further information about marine aggregate dredging and the historic information is set out in *Marine Aggregate Dredging and the Historic Environment: Guidance Note* (BMAPA/English Heritage 2003).

Circumstances of Discovery

This Protocol addresses finds of archaeological interest made in the following circumstances:

Discoveries on the seabed	an anomaly (such as resistance on the draghead or interruption in the flow of aggregate) indicates that an object or structure has been encountered on the seabed.
Discoveries on board	a find of archaeological interest is made on the dredging vessel, either within the cargo or trapped in the dredge gear (drag head, screens etc.).
Discoveries at wharves	a find of archaeological interest is made at a wharf within the discharged cargo, on the screens used for processing aggregate, on the processed material or reject stone piles, or on debris magnets.

Scope

This Protocol is intended to address aggregates dredged from the seabed off England, or landed in England. While the general principles are relevant to marine aggregate dredging throughout the UK Continental Shelf, specific arrangements may apply in Scotland, Wales and Northern Ireland in respect marine aggregate dredging.

This Protocol has been developed by the British Marine Aggregate Producers' Association (BMAPA) and English Heritage (EH). It applies to Aggregate Dredging Companies that are members of BMAPA, and to such other Companies that formally agree to abide by its provisions; both BMAPA members and such other Companies are referred to collectively as 'Companies' throughout the Protocol.

This Protocol sets out best practice in the reporting of finds of archaeological interest. The

principles that are set out in this document can be applied equally on a voluntary basis by individual Companies, or be used to structure more formal reporting requirements as part of licence conditions. BMAPA member companies have voluntarily committed to implementing the Protocol across all existing operations, irrespective of whether formal requirements exist or not.

At all times the responsibility for implementing this Protocol rests with the licensee of the area being dredged. This applies equally to Company vessels dredging the licence area and to Company-operated wharf facilities that receive and process aggregate from each licence. Licensees will also be responsible for drawing third parties' attention to the requirements of this Protocol, where dredging or wharf operations are undertaken externally. In these instances, licensees are encouraged to ensure third-party compliance with the requirements of the Protocol, so far as is possible under the specific contractual arrangements in place.

Companies may wish to obtain assistance in implementing this Protocol by employing the services of suitably experienced archaeological contractors/consultants.

Monitoring this Protocol

In January each year, each Company shall submit to English Heritage a report on the implementation of this Protocol in the preceding calendar year. The report shall be prepared by the Nominated Contact, and shall also include an account of dredging areas from which no reports have been made in that year. Companies that are members of BMAPA may choose to monitor implementation of the Protocol by way of a single report submitted by BMAPA on the basis of information provided by each Company's Nominated Contact.

Raising Awareness

BMAPA and English Heritage shall undertake a programme of education and awareness-raising to accompany the introduction of this Protocol.

The Protocol

Introduction

The Protocol has been designed to deal with discoveries made on the seabed, onboard and at wharves. A separate - but similar - series of actions applies in each case.

The Protocol anticipates discoveries being made by Staff, who report to a Site Champion on their vessel or wharf, who then reports to a Nominated Contact acting for the Company as a whole. The Nominated Contact for the Company will liaise with English Heritage.

Terms and Roles

Nominated Contact

Each Company shall nominate one of their staff to act as the single point of contact for all communications regarding archaeology, referred to as the Nominated Contact.

The Nominated Contact will be issued with a copy of this document.

Site Champions

The Nominated Contact will, for each site or vessel operated by the Company, identify a Site Champion to act as a first point of contact for staff, and to liaise with the Nominated Contact in respect of the operation of the Protocol at that site. On vessels, the Site Champion will normally be the Master, though this need not preclude Companies from identifying an alternative member of staff.

The name and contact details of the Site Champion shall be written on the Poster accompanying this Protocol (see below).

Site Champions will be issued with a Flow Chart setting out the actions to be taken when they are told about a discovery.

All Staff

Companies shall draw the attention of all relevant staff to the potential for archaeological material to be found in the course of aggregate dredging and inform them of the possible importance of such finds.

Each Company shall display copies of the Poster accompanying this Protocol on dredging vessels and at aggregate wharves.

Vessels and Wharves Managed by Other Operators

There may be instances where third party vessels and wharves may either dredge or receive aggregate from a licence area subject to this Protocol (i.e. managed by a BMAPA member company). In these cases, the licensee should draw the third party's attention to the requirements of this Protocol, with a request that equivalent provisions for reporting discoveries be made - subject to the specific contractual arrangements in place.

English Heritage

English Heritage shall be the principal archaeological contact for each Company's Nominated Contact. English Heritage shall:

- advise on the identification of finds and the character of their seabed locations;
- advise on material conservation of any recovered finds;
- liaise with other archaeological authorities and the Receiver of Wreck;
- liaise with The Crown Estate, in their capacity as landowner;
- advise on proposals to further evaluate any finds;
- advise on proposals to mitigate the effects of dredging on any finds.

Timing

The Protocol requires actions to be taken by the various parties. The timescales within which these actions are taken may be critical to safeguarding finds of archaeological interest, and to avoiding unreasonable disruption to commercial operations.

Where Staff or an Officer on Watch notice something on a vessel, it is important that action is taken immediately. The precise position on the seabed of a find or anomaly will be a key piece of information. The occurrence should be noted and brought to the attention of the Master / Site Champion straight away, so that positions can be calculated. It is important that positions are calculated before any more dredging passes are made in the vicinity of the anomaly / suspected find. Time may also be of the essence in checking the dredging gear for any artefacts that may have become lodged in the draghead or screens.

Where staff notice something on a wharf, the key concerns are to safeguard artefacts before they are lost within the volume of material being processed, and to establish the cargo - and hence the vessel and the area of seabed - that the find originated from. Immediate notification of the Site Champion is required.

The Site Champion will be able to take the actions necessary to safeguard finds, and information relating to them, in the short term. It is important, however, that information is passed on promptly so that decisions - which may have operational implications - can be taken for the medium term. It is expected that the Site Champion will inform the Nominated Contact on the same working day that a find is made.

On receiving a report, the Nominated Contact has a number of obligations that require discussion with third parties, and regarding which the Nominated Contact may wish to take advice. Nonetheless, it is expected that the Nominated Contact will inform English Heritage within two working days of receiving information from the Site Champion. Where the Nominated Contact is absent, Companies are expected to provide a deputy fully capable of carrying out the role.

Actions taken by Companies to safeguard finds may constrain their operations. In order that such constraints be removed as swiftly as possible if they are not merited on archaeological grounds, it is important that Companies receive archaeological advice promptly. For their part, English Heritage may want to obtain specialist advice, on specific finds and their treatment for example. It is expected that English Heritage will provide initial formal advice to the Nominated Contact within two working days of receiving information from the Nominated Contact.

In view of these arrangements, the overall timescale between a find occurring, and formal archaeological advice being provided, should be no more than five working days.

If anyone finds or takes possession of wreck, they are committing an offence if they do not report it to the Receiver (Merchant Shipping Act 1995 s. 236). Although the Act does not state a time limit within which notification must occur, it is a matter of policy that the Receiver expects to be notified within 28 days of the find occurring.

Types of Find

'Finds' are considered here to mean all forms of artefact that can be found on the seabed. To be an artefact, the thing must have been made, modified, used or transported by people, i.e. their presence on the seabed is 'artificial' or 'cultural' rather than 'natural'.

For legal purposes, finds from the seabed fall into two categories. 'Wreck' has a specific legal definition broadly encompassing all sorts of materials that came to be on the seabed as a direct result of once being aboard or part of a vessel.

All other finds are referred to here as 'non-wreck'. 'Non-wreck' includes things such as prehistoric flint artefacts that were lost on land that has since become submerged by rising sea level, or artefacts that have been eroded from sites on the shore.

A third category of find, 'treasure' as defined by the Treasure Act 1996, is not relevant to this Protocol, as the Treasure Act is limited in its application to land above mean low water.

Ownership of Wreck

Statutory law relating to 'wreck' is set out principally in the Merchant Shipping Act 1995. The common law relating to wreck is to be found in legal cases and commentaries.

All wreck is presumed to have an owner, and ownership is not lost through the passage of time. It is a legal requirement under section 236 of the Merchant Shipping Act 1995 that wreck material be reported to the Receiver of Wreck, in order to establish ownership and settle salvage claims. If ownership cannot be established by the Receiver within one year of receipt of the report, the wreck becomes 'unclaimed wreck'.

Original Owners

Owners of wreck who are able to prove their ownership to the satisfaction of the Receiver of Wreck are entitled to have their property returned to them on payment of a salvage award.

Unclaimed Wreck in Territorial Waters

Under the Merchant Shipping Act 1995, wreck that is found in Territorial Waters and is not claimed within a year automatically becomes the property of the Crown. In some areas - usually close to the shore - the Crown's right to unclaimed wreck has been granted to another beneficiary.

Unclaimed Wreck on the UK Continental Shelf Beyond Territorial Waters

The stipulations of the Merchant Shipping Act 1995 apply to all wreck that is brought within UK territorial waters, irrespective of where it was recovered. However, the provisions in respect of Crown ownership apply only to wreck recovered from territorial waters. Wreck recovered from outside UK territorial waters that remains unclaimed after one year of reporting is not claimed by the Crown, and in most circumstances will be returned to the finder once any expenses incurred have been settled.

Ownership of Non-Wreck

The law applicable to 'non-wreck' is largely common law, to be found in legal cases and commentaries.

Original Owners

Finds that are successfully claimed by their owners continue to belong to that owner, though the owner may be obliged to reward the finder for having found and returned their property.

Unclaimed Non-wreck Material in Territorial Waters

On land, archaeological material is considered to belong to the owner of the land in which it was found. The Crown generally owns the seabed within territorial waters, hence unclaimed non-wreck material found within territorial waters is considered to belong to the Crown. In some cases a party other than the Crown owns the seabed, and in such instances unclaimed non-wreck material will be considered to belong to that party.

Unclaimed Non-wreck on the UK Continental Shelf Beyond Territorial Waters

While the Crown generally owns the seabed within territorial waters, its interest in the seabed beyond territorial waters to the limits of the UK Continental Shelf is limited to sovereign rights to explore and exploit its natural resources. These rights do not extend to finds on the UKCS, hence unclaimed non-wreck on the UKCS beyond Territorial Waters is considered to belong to the finder.

Non-wreck in Marine Aggregate Licence Areas

In the case of marine aggregates, extraction activity is licensed by The Crown Estate. Through this license, ownership of mineral resources (and any associated non-wreck material) present on the seabed is transferred to the licensee once the material is raised. Any non-wreck material discovered on board the dredging vessel or at the wharf will therefore become the responsibility of the licensee.

Discoveries on the Seabed

Tell the Site Champion

If an anomaly such as resistance on the draghead or interruption in the flow of aggregate indicates that an object or structure has been encountered on the seabed, the Officer on Watch shall inform the Master, who will normally be the Site Champion.

Where it is possible to identify the position of the anomaly, the Officer on Watch shall avoid making additional dredging passes in the vicinity of the seabed location until archaeological advice has been obtained.

The Officer on Watch will arrange for dredging gear to be examined as soon as possible to see if any archaeological material is trapped within it, and will inform the Master accordingly.

Actions by the Master (Site Champion)

The Master shall note the occurrence as soon as

possible in the vessel's log together with the time and exact vessel position. Where possible, the log entry should include a close approximation of the original position of the anomaly on the seabed. Additionally, the area shall be marked on navigational software. The Master shall compile a preliminary record of the occurrence, as shown below.

The Master shall inform the Nominated Contact of the occurrence as soon as possible and pass on all available information, including a copy of the Preliminary Record and copies of any photographs, drawings or other records that have been made.

If any finds have been recovered, the Master shall arrange for them to be immersed in seawater in a suitable clean container, which should be covered. Any rust, concretion or marine growth should not be removed.

If no archaeological material has been recovered, then no additional actions are required of staff on the vessel.

Discoveries on the Seabed: Preliminary Record

Vessel Name:

Dredging Area:

Date:

Time of compiling information:

Name of compiler (Master/Site Champion):

Name of Officer on Watch:

Name of finder (if different to above):

Time at which anomaly encountered:

Vessel position at time when anomaly was encountered:

Original position of the anomaly on the seabed:

Notes on likely accuracy of original position stated above:

Description of the anomaly:

Apparent extent of the anomaly:

Details of examination of dredging gear:

Were any finds recovered?:

Description of the find(s):

Details of photographs taken of the find(s):

Details of any drawings or other records made of the find(s):

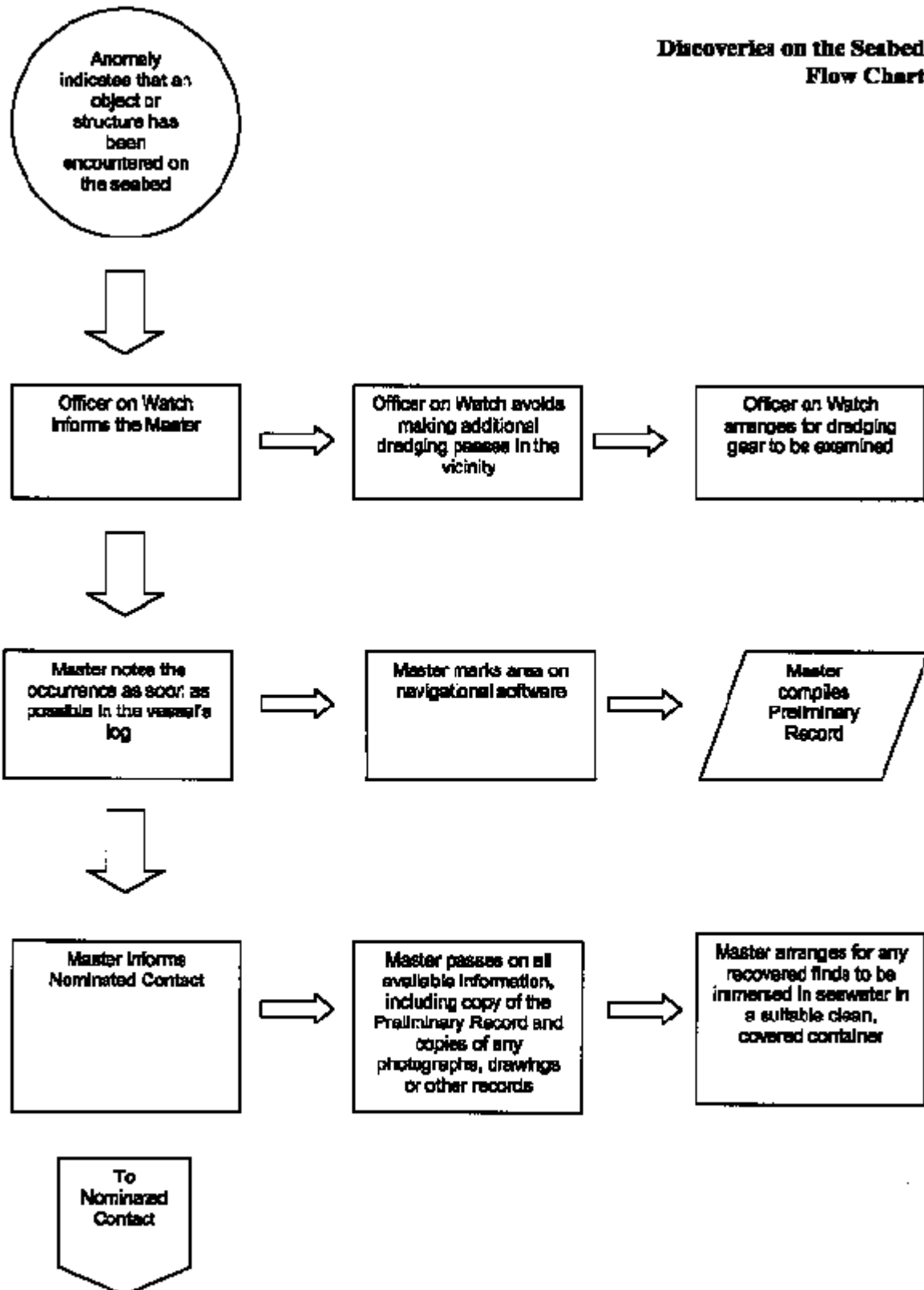
Details of treatment given to find(s):

Any other notes:

Date and time at which Nominated Contact informed:

There is a record form at the back of these notes that can be photocopied and filled-in.

**Discoveries on the Seabed
Flow Chart**



Discoveries on Board

Tell the Site Champion

If a find of archaeological interest is made on board the dredging vessel, either within the cargo or trapped in the dredge gear (drag head, screens etc.), the vessel staff should inform the Officer on Watch. The Officer on Watch shall inform the Master, who will normally be the Site Champion.

Where it is possible to identify the seabed position from which the find originated, the Officer on Watch shall avoid making additional dredging passes in the vicinity of the seabed location until archaeological advice has been obtained.

Actions by the Master (Site Champion)

The Master shall note the occurrence as soon as possible in the vessel's log together with the time and exact position. The log entry should include a close approximation of the original position of the find/anomaly on the seabed. Additionally, the area shall be marked on navigational software.

The Master shall compile a preliminary record of the occurrence, as shown below.

The Master shall inform the Nominated Contact of the occurrence as soon as possible and pass on all available information, including a copy of the Preliminary Record and copies of any photographs, drawings or other records that have been made.

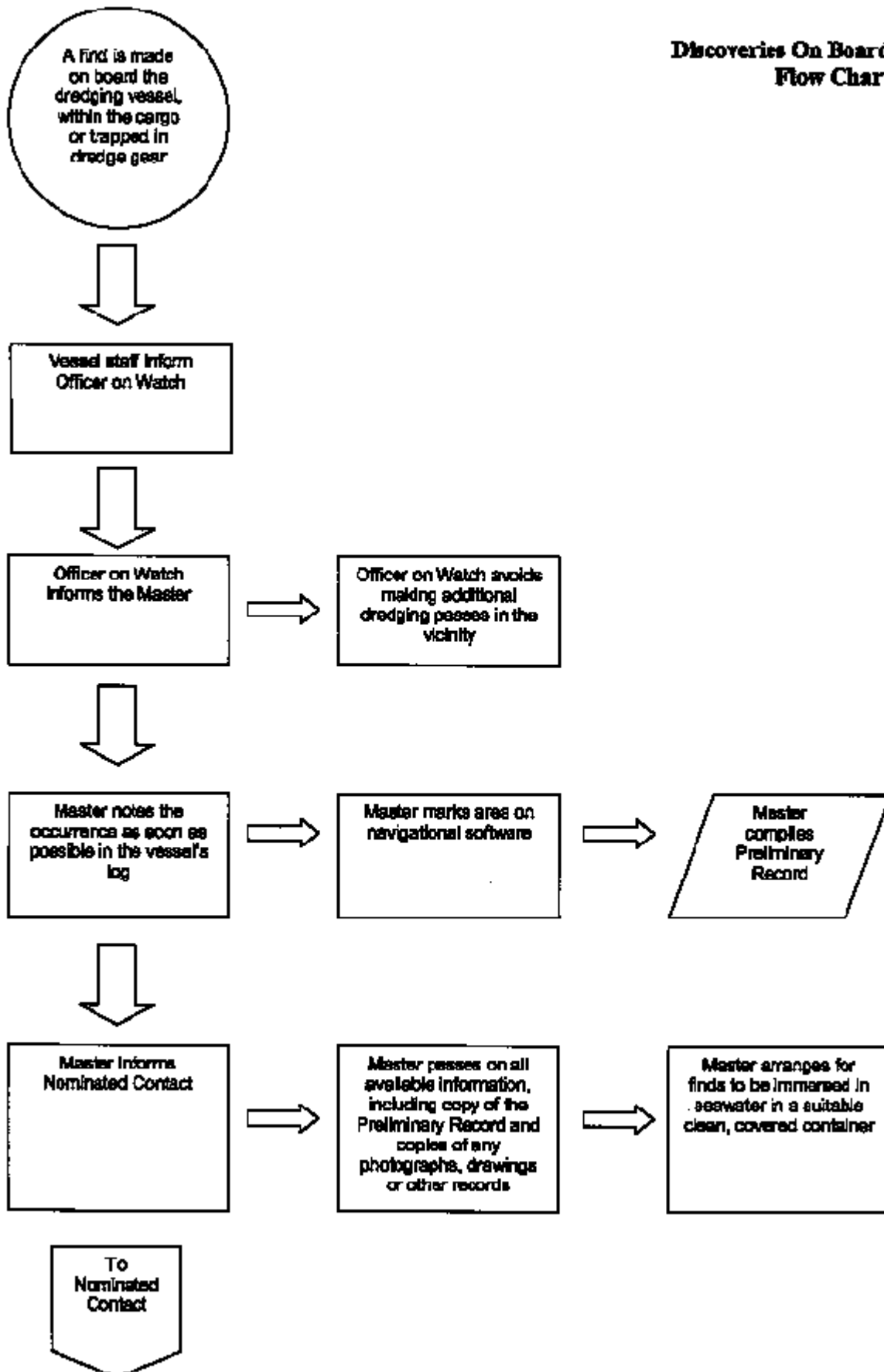
The Master shall arrange for the find to be immersed in seawater in a suitable clean container, which should be covered. Any rust, concretion or marine growth should not be removed.

Discoveries on Board: Preliminary Record

<p>Vessel Name:</p> <p>Dredging Area:</p> <p>Date:</p> <p>Time of compiling information:</p> <p>Name of compiler (Master/Site Champion):</p> <p>Name of Officer on Watch:</p> <p>Name of finder (if different to above):</p> <p>Time at which find(s) made:</p> <p>Vessel position at time of making find:</p> <p>Original position of the find(s) on the seabed:</p> <p>Notes on likely accuracy of original position stated above:</p> <p>Description of the find(s):</p> <p>Details of photographs taken of the find(s):</p> <p>Details of any drawings or other records made of the find(s):</p> <p>Details of treatment given to find(s):</p> <p>Any other notes:</p> <p>Date and time at which Nominated Contact informed:</p>

There is a record form at the back of these notes that can be photocopied and filled-in.

Discoveries On Board Flow Chart



Discoveries at Wharves

Tell the Site Champion

In the event that a find of archaeological interest is made on the screens used for processing aggregate, on reject stone piles, or on debris magnets, the wharf staff shall inform the Site Champion

Actions by the Site Champion

The Site Champion shall note the occurrence as soon as possible and compile a preliminary record of the occurrence, as shown below.

The Site Champion shall inform the Nominated Contact of the find as soon as possible and pass on all available information, including a copy of the Preliminary Record and copies of any photographs, drawings or other records that have been made.

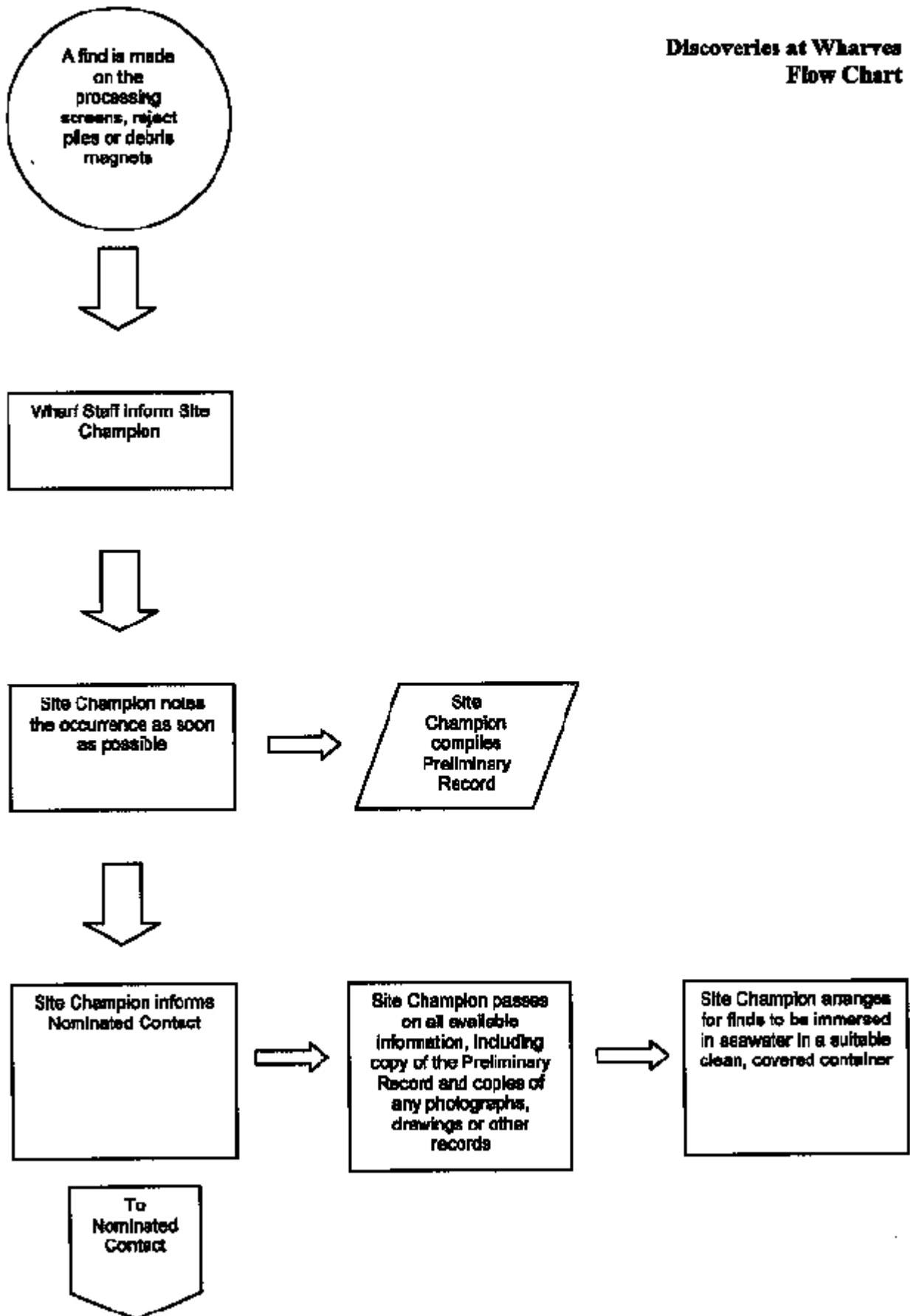
The Site Champion shall arrange for the find to be immersed in seawater in a suitable clean container, which should be covered. Any rust, concretion or marine growth should not be removed.

Discoveries at Wharf: Preliminary Record

<p>Wharf Name:</p> <p>Date:</p> <p>Time of compiling information:</p> <p>Name of compiler (Site Champion):</p> <p>Name of finder:</p> <p>Time at which find(s) made:</p> <p>Name of vessel from which aggregate originated:</p> <p>Name of dredging area from which aggregate originated:</p> <p>Date on which aggregate dredged:</p> <p>Description of the find(s):</p> <p>Details of photographs taken of the find(s):</p> <p>Details of any drawings or other records made of the find(s):</p> <p>Details of treatment given to find(s):</p> <p>Any other notes:</p> <p>Date and time at which Nominated Contact informed:</p>
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There is a record form at the back of these notes that can be photocopied and filled-in.

**Discoveries at Wharves
Flow Chart**



Actions by the Nominated Contact

Inform English Heritage

Once informed of a find by a Site Champion, the Nominated Contact shall inform English Heritage as soon as possible.

The Nominated Contact will confirm with the Site Champion that all the details set out in the Preliminary Record are comprehensive and correct. The Nominated Contact shall pass on to English Heritage all available information relating to the circumstances of the occurrence, including a copy of the Preliminary Record and copies of any photographs, drawings or other records that have been made.

English Heritage Maritime Team

Fort Cumberland Tel: 023 9285 6735
Eastney Fax: 023 9285 6701
PORTSMOUTH Email: maritime@English-heritage.org.uk
PO4 9LD Web: www.english-heritage.org.uk

English Heritage should be contacted through its Maritime Team, as follows:

Advise Other Dredgers

Where relevant, the Nominated Contact shall inform other vessels dredging in the area from which the find is thought to have been dredged. Such other vessels shall be advised by the Nominated Contact to keep a particular watch for anomalies and finds.

Implement Temporary Exclusion Zone

Where the position of an anomaly or find is reasonably certain, the Nominated Contact shall implement a temporary exclusion zone to ensure all dredging operations by the Company are excluded until archaeological advice has been obtained.

Where other Companies are dredging in the same area the Nominated Contact of the Company making the find will inform the Nominated Contacts in the other Companies that a temporary exclusion zones has been introduced.

Further details of the use of exclusion zones as mitigation are set out in Annex II.

If Any Finds Have Been Recovered...

The Nominated Contact shall make any recovered finds available for inspection by English Heritage.

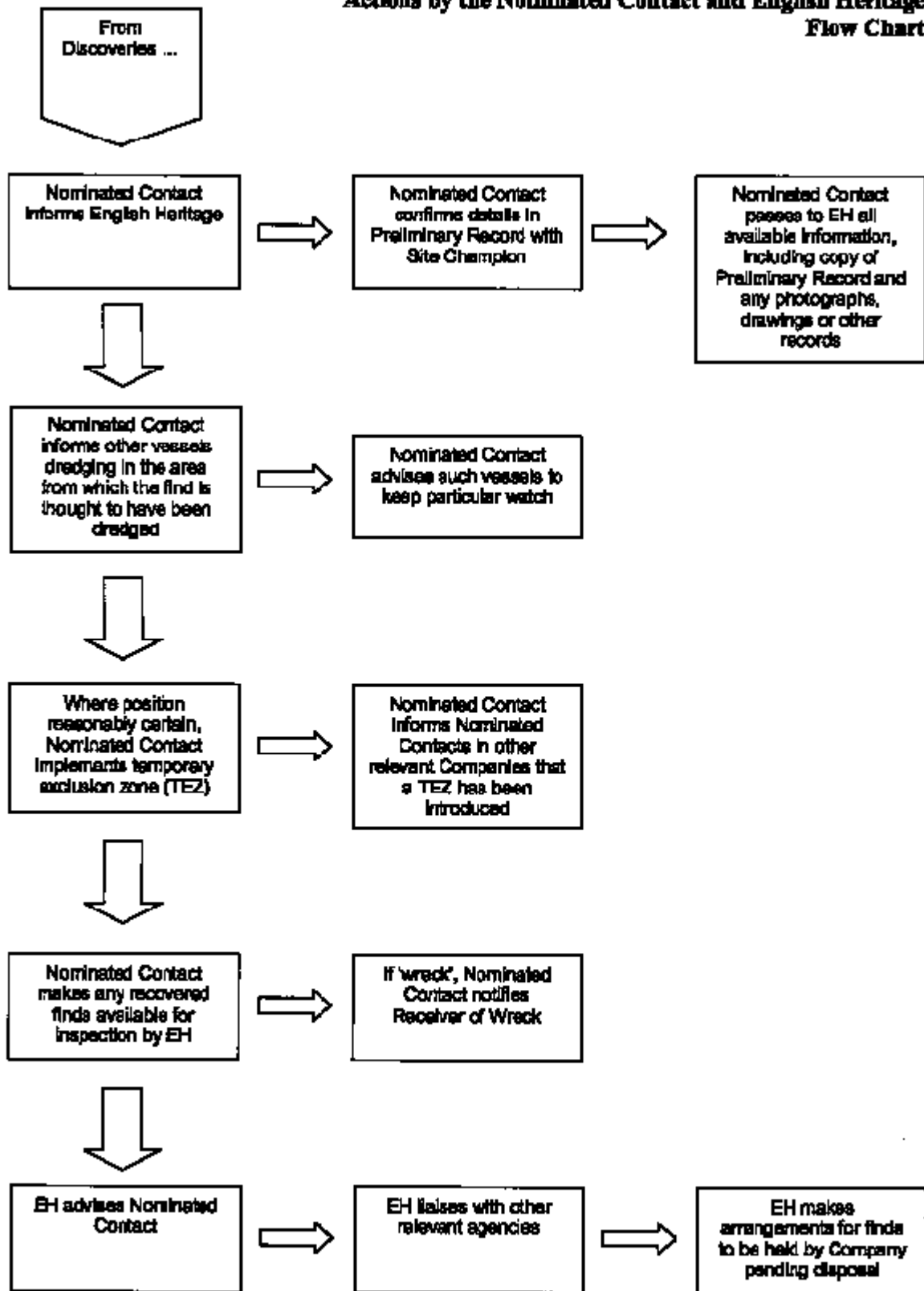
If the find is, or appears to be 'wreck', the Nominated Contact shall as soon as possible give notice that a find has been recovered to the Receiver of Wreck in accordance with Section 236(1) of the Merchant Shipping Act 1995. **This is a legal requirement.**

The Receiver of Wreck can be contacted as follows:

Receiver of Wreck

Spring Place Tel: 023 8032 9474
105 Commercial Road Fax: 023 8032 9477
SOUTHAMPTON Email: row@mega.gov.uk
SO15 1EG Web: www.mega.gov.uk/row

**Actions by the Nominated Contact and English Heritage
Flow Chart**



Actions by English Heritage

Advice

English Heritage shall advise the Nominated Contact of any such further actions as might be required, including:

- advice on immediate actions to be taken in respect of the find;
- advice on the identification of finds and the character of their seabed locations;
- advice on proposals to further evaluate any finds;
- advice on proposals to mitigate the effects of dredging on any finds.

Liaison

English Heritage shall liaise, as appropriate, with:

- the relevant regional office of English Heritage;
- the relevant local government archaeological officer(s);
- the relevant Portable Antiquity Officer;
- the Receiver of Wreck;
- the Ministry of Defence;
- The Crown Estate;
- other individuals/institutions having previously declared an interest to the Company.

English Heritage shall take account of the views of the above and inform them of subsequent actions.

English Heritage shall pass details of the find, and subsequent data, to the National Monuments Record (NMR) and to the appropriate local Historic Environment Record(s).

If Any Finds Have Been Recovered...

English Heritage shall make arrangements for the Company to hold in possession any recovered finds, subject - in the case of wreck - to agreement with the Receiver of Wreck.

English Heritage shall advise the Company on any additional work required to stabilise, conserve or record recovered finds. The Company may regard any such additional work as a service and seek to recover any costs from the owner of the find.

English Heritage shall advise the Company on the implementation of procedures for resolving ownership and for disposing of any finds.

Annex I: Guidelines for Identifying Finds of Archaeological Interest

Rubber, Plastic etc.

In most cases, rubber, plastic, bakelite and similar modern materials are not of archaeological interest and can be disregarded.

One exception is where such materials are found in the same area as aluminium objects and structures, which may indicate aircraft wreckage from World War Two. Such material should be reported.

Iron and Steel

The potential range and date of iron and steel objects is so wide that it is difficult to provide general guidance. In broad terms, iron and steel objects which are covered by a thick amorphous concrete-like coating ('concretion') are likely to be of archaeological interest and should be reported.

Pieces of metal sheet and structure may indicate a wreck and should be reported.

A Munitions Code of Practice applies in respect of ordnance (cannonballs, bullets, shells) which should take precedence over archaeological requirements. However, discoveries of ordnance may be of archaeological interest, and they should be reported.

Other Metals

Items made of thin, tinned or painted metal sheet are unlikely to be of archaeological interest.

Aluminium objects may indicate aircraft wreckage from World War Two, especially if two or more pieces of aluminium are fixed together by rivets. All occurrences should be reported.

Copper and copper alloy (bronze, brass) objects might indicate a wreck, or they may be very old. All occurrences should be reported.

Precious metal objects and coins are definitely of archaeological interest because they are relatively easy to date. All occurrences should be reported.

Bone

Occasional discoveries of animal bone, teeth and tusks are of archaeological interest because they may date to periods when the seabed formed dry land, and should be reported. Such bones, teeth, tusks etc. may have signs of damage, breaking or cutting that can be directly attributed to human activity.

Large quantities of animal bone may indicate a wreck (the remains of cargo or provisions) and should be reported.

Human bone is definitely of archaeological interest, and is also subject to special legal requirements under the Burial Act 1857. Any suspected human bone should be reported, and treated with discretion and respect.

Objects made out of bone - such as combs, harpoon points or decorative items - can be very old and are definitely of archaeological interest. All occurrences should be reported.

Wood

Light coloured wood, or wood that floats easily, is probably modern and is unlikely to be of archaeological interest.

'Roundwood' with bark - such as branches - is unlikely to be of archaeological interest. However, roundwood that has clearly been shaped or made into a point should be reported.

Pieces of wood that have been shaped or jointed may be of archaeological interest, especially if fixed with wooden pegs, bolts or nails. All occurrences should be reported.

Objects made out of dark, waterlogged wood - such as bowls, handles, shafts and so on - can be very old and are definitely of archaeological interest. All occurrences should be reported.

Stone

Small to medium size stones that are shaped, polished and/or pierced may be prehistoric axes. All occurrences should be reported.

Objects such as axe heads or knife blades made from flint are of prehistoric date and should be reported.

Large blocks of stone that have been pierced or shaped may have been used as anchors or weights for fishing nets. All occurrences should be reported.

The recovery of numerous stones may indicate the ballast mound of a wreck, or a navigational cairn. All occurrences should be reported.

Pottery

Any fragment of pottery is potentially of interest, especially if it is a large fragment. Items which look like modern crockery can be discarded, but if the item has an unusual shape, glaze or fabric it should be reported.

Brick

Bricks with modern proportions and v-shaped hollows ('frogs') are of no archaeological interest. Unfrogged, 'small', 'thin' or otherwise unusual bricks may date back to Medieval or even Roman times and should be reported.

Peat and Clay

Peat is black or brown fibrous soil that formed when sea level was so low that the seabed formed marshy land, on the banks of a river or

estuary for example. The peat is made up of plant remains, and also contains microscopic remains that can provide information about the environment at the time it was formed. This information helps us to understand the kind of landscape that our predecessors inhabited, and about how their landscape changed. It can also provide information about rising sea-level and coastline change, which are important to understanding processes that are affecting us today.

Prehistoric structures (such as wooden trackways) and artefacts are often found within or near peat, because our predecessors used the many resources that these marshy areas contained. As these areas were waterlogged, and have continued to be waterlogged because the sea has risen, 'organic' artefacts made of wood, leather, textile and so on often survive together with the stone and pottery which are found on 'dry' sites.

Fine-grained sediments such as silts and clays are often found at the same places as peat. These fine-grained sediments also contain the microscopic remains that can provide information about past environments and sea-level change.

While aggregate dredging companies try to avoid the places where peat and clay are found because they contaminate the aggregate, any discoveries of such material would be of archaeological interest, and their occurrence should be reported.

Annex II: Mitigation

Temporary Exclusion Zones

Temporary exclusion zones (TEZs) will be implemented by Nominated Contacts where the position of an anomaly or find is reasonably certain.

Where a TEZ has been introduced, it shall remain in place until the formal advice of English Heritage has been obtained.

Where a TEZ has been introduced, the subsequent options are:

- for it to be revoked if it can be reasonably concluded that no important wreck or other feature on the seabed is present; or
- for it to be formalised in the longer term as an Archaeological Exclusion Zone (AEZ) if either:
 - the presence of an important wreck or other feature on the seabed can be reasonably concluded;
 - no conclusion can be drawn because data is insufficient and/or the Company does not wish to resolve the situation by further investigation.

If no Further Data is Available...

If no further data is available, the temporary exclusion zone will be formalised as an Archaeological Exclusion Zone (AEZ) applicable to all dredging in the licence area.

If Additional Data is Available...

If additional data is available, the Company shall review the available data in consultation with English Heritage.

It may be advantageous for the Company to acquire data to inform its discussions with English Heritage by, for example, geophysical survey (and see 'Additional archaeological investigations', below).

If, on the basis of all the data, English Heritage thinks that it can be reasonably concluded that the anomaly and/or recovered finds indicates the presence of an important wreck or other feature on the seabed, then the temporary exclusion zone will be formalised as an AEZ.

If, on the basis of all the data, English Heritage thinks it can be reasonably concluded that no important wreck or other feature on the seabed is present, then the Company may revoke the temporary exclusion zone.

If English Heritage thinks that the available data is insufficient to reasonably conclude whether an important wreck or other feature is present, then the Company can either formalise the temporary exclusion zone as a precautionary AEZ, or carry out additional archaeological investigations to resolve the situation.

Additional Archaeological Investigations

Additional archaeological investigations may comprise, for example, inspection of the temporary exclusion zone by archaeologists that dive or use ROVs, or high-resolution geophysical survey to a suitable archaeological specification.

Where additional archaeological investigations are to be carried out, English Heritage shall advise the Company of the specification for the investigation. On the basis of the specification the Company shall submit a Method Statement to English Heritage for its approval.

The Company shall carry out the investigation in accordance with the approved Method Statement.

The results of the investigation shall be reported in writing to English Heritage.

The results of the investigation shall be reviewed by the Company in consultation with English Heritage in order that the temporary exclusion zone be revoked, or formalised as an AEZ (see 'If additional data is available...', above).

Archaeological Exclusion Zones (AEZs)

If a temporary exclusion zone is to be formalised as an AEZ, Companies should seek advice on the specification for the AEZ from English Heritage. Specifications may include provision for a programme to monitor the zone before, during and after continued dredging in the vicinity of the AEZ.

On the basis of the specification the Company shall submit an AEZ Design to English Heritage for approval.

The Company will implement the AEZ in accordance with the AEZ Design.

Other Forms of Mitigation

Subject to agreement with English Heritage, the Company may institute a form of mitigation other than an AEZ (e.g. a programme of archaeological recording and/or recovery).

Statutory Protection

If a wreck or other feature lies within Territorial Waters and is of sufficient archaeological importance to warrant statutory protection, English Heritage shall advise the Company on the implementation of procedures under the Protection of Wrecks Act 1973 or the Ancient Monuments and Archaeological Areas Act 1979.

Discoveries on the Seabed: Preliminary Record Form

Aug 2005

Vessel Name:	
Dredging Area:	
Date:	
Time of compiling information:	
Name of compiler (Master/Site Champion):	
Name of Officer on Watch:	
Name of finder (if different to above):	
Time at which anomaly encountered:	
Vessel position at time when anomaly was encountered:	
Original position of the anomaly on the seabed:	
Notes on likely accuracy of original position stated above:	
Description of the anomaly:	
Apparent extent of the anomaly:	
Details of examination of dredging gear:	
Were any finds recovered?:	
Description of the find(s):	
Details of photographs taken of the find(s):	
Details of any drawings or other records made of the find(s):	
Details of treatment given to find(s):	
Any other notes:	
Date and time at which Nominated Contact informed:	
Signed:	Date:

Discoveries on Board: Preliminary Record Form

Aug 2005

Vessel Name:	
Dredging Area:	
Date:	
Time of compiling information:	
Name of compiler (Master/Site Champion):	
Name of Officer on Watch:	
Name of finder (if different to above):	
Time at which find(s) made:	
Vessel position at time of making find(s):	
Original position of find(s) on the seabed:	
Notes on likely accuracy of original position stated above:	
Description of the find(s):	
Details of photographs taken of the find(s):	
Details of any drawings or other records made of the find(s):	
Details of treatment given to find(s):	
Any other notes:	
Date and time at which Nominated Contact informed:	
Signed:	Date:

Discoveries at Wharf: Preliminary Record Form

Aug 2005

Wharf Name:

Date:

Time of compiling information:

Name of compiler (Site Champion):

Name of finder:

Time at which find(s) made:

Name of vessel from which aggregate originated:

Name of dredging area from which aggregate originated:

Date on which aggregate was dredged:

Description of the find(s):

Details of photographs taken of the find(s):

Details of any drawings or other records made of the find(s):

Details of treatment given to find(s):

Any other notes:

Date and time at which Nominated Contact informed:

Signed:

Date:



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BMAPA is one of the constituent bodies of the Quarry Products Association, the trade association for the aggregates, asphalt and ready-mixed concrete industries.



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